

Appendix E – Transportation Infrastructure Descriptions

Project Transportation Improvements

Operational Improvements on U.S. 101

The following improvements will be constructed on U.S. 101 between the I-280/I-680 interchange and the Yerba Buena Road interchange:

- An additional lane in the southbound direction from just south of Story Road to Yerba Buena Road.
- Reconfiguration of the U.S. 101/Tully Road interchange, converting the interchange from a full cloverleaf design to a partial cloverleaf design.
- Reconfiguration of the U.S. 101/Capitol Expressway interchange, converting the interchange from a full cloverleaf design to a partial cloverleaf design.
- An auxiliary lane in the southbound direction between the Tully Road and Capitol Expressway interchanges.
- Modification of the Northbound On-ramp at the U.S. 101/Yerba Buena Road interchange, to allow traffic from Yerba Buena Road to enter the freeway before Capitol Expressway.
- Modification of the Southbound Off-ramp at the U.S. 101/Yerba Buena Road interchange, to allow traffic to exit the freeway after Capitol Expressway.

All of these improvements will be constructed within the existing Caltrans right-of-way.

Notes:

A “full cloverleaf design” has loop ramps in all four quadrants of the interchange. A “partial cloverleaf design” replaces one or more of the loop ramps with diagonal ramps. Partial cloverleaf designs result in improved traffic operations at locations where traffic volumes are high.

An auxiliary lane typically extends between two adjacent interchanges. It improves weaving and overall freeway operations. It is not a “thru” lane; traffic in an auxiliary lane must either merge into the adjacent thru lane or exit the freeway at the next off-ramp.

Reconfigure White Road between Ocala Avenue and Aborn Road

White Road will be widened to six lanes, three in each direction, between Ocala Avenue on the north and Aborn Road on the south, a distance of approximately 2.1 miles. Within this segment, there is one location where White Road will remain four lanes due to insufficient right-of-way: an approximately 0.1-mile section between Remington Way and Stutz Way. [Note: The additional right-of-way needed to widen this 0.1-mile segment to six lanes would require the acquisition of four residences.]

Bike lanes will be included as part of the improvements. Other improvements will include a new landscaped median island within the project limits, except between Remington Way and Stutz Way. The median island will have the effect of restricting left turns to/from White Road to various signalized and non-signalized intersections; mid-block left turns will no longer be permitted. In addition, left turns from the following side streets onto

White Road will be prohibited: Sylvan Drive, Glen Como Way, D'Amico Drive, Allenwood Drive, and Westgrove Lane.

The above-described improvements to White Road will occur within the existing right-of-way. In many areas, the improvements will only require a restriping of existing pavement. In other locations, additional pavement will be needed, along with curb, gutter, and sidewalk additions.

Reconfigure Ocala Avenue between Capitol Expressway and White Road

Ocala Avenue will be widened to four lanes, two in each direction, between Capitol Expressway on the west and White Road on the east, a distance of approximately 0.7 miles. The work will occur within the existing right-of-way and the "widening" will consist of restriping a short segment of pavement just west of White Road.

Improvements along Capitol Expressway between Quimby Road and U.S. 101

The existing High Occupancy Vehicle (HOV) lanes between U.S. 101 and Nieman Boulevard will be converted to "mixed-flow" lanes, meaning that their use during weekday peak commute periods will no longer be restricted to vehicles with two or more occupants. [Note: Independently of this project, the planned and approved Capitol Expressway LRT extension will be removing the HOV lanes on Capitol Expressway between Nieman Boulevard and I-680.]

Other improvements on Capitol Expressway between U.S. 101 and Quimby Road will consist of the addition of sidewalks, landscaping of the median, the addition of street lights, the planting of trees, pavement work, and traffic signal upgrade/modification. All work will occur within the existing right-of-way. The timing of these improvements will coincide with the LRT project and/or the relinquishment of Capitol Expressway from County jurisdiction to City jurisdiction. [Note: Independently of this project, the ownership and operation of Capitol Expressway is proposed to be transferred from the County of Santa Clara to the City of San José.]

Intersection Improvements

White Road/Ocala Avenue/Marten Avenue

The capacity of the White Road/Ocala Avenue/Marten Avenue intersection will be increased by implementing the following improvements: 1) a second westbound thru lane will be added, and 2) the eastbound approach will be restriped to accommodate a second thru lane. These improvements will require additional right-of-way; see Table 16 for details.

White Road/Tully Road

The capacity of the White Road/Tully Road intersection will be increased by implementing the following improvements: 1) a second left-turn lane will be added to each of the four approaches to the intersection, 2) a third southbound thru lane will be added, 3) a third northbound thru lane will be added, and 4) a third eastbound thru lane will be added. All work will occur within the existing right-of-way.

White Road/Norwood Avenue

The capacity of the White Road/Norwood Avenue intersection will be increased by implementing the following improvements: 1) a third southbound thru lane will be added, 2) a third northbound thru lane will be added, and 3) a left/U-turn lane will be added to the northbound White Road approach. All work will occur within the existing right-of-way.

White Road/Quimby Road

The capacity of the White Road/Quimby Road intersection will be increased by implementing the following improvements: 1) a second left-turn lane will be added to each of the four approaches to the intersection, 2) a third southbound thru lane will be added, and 3) a third northbound thru lane will be added. All work will occur within the existing right-of-way.

White Road/Stevens Lane

The capacity of the White Road/Stevens Lane intersection will be increased by implementing the following improvements: 1) a third northbound thru lane will be added, and 2) a left/U-turn lane will be added to the northbound White Road approach. All work will occur within the existing right-of-way.

White Road/Aborn Road/San Felipe Road

The capacity of the White Road/Aborn Road/San Felipe Road intersection will be increased by implementing the following improvements: 1) a second left-turn lane from westbound Aborn Road to southbound San Felipe Road will be added, and 2) a third southbound thru lane will be added. All work will occur within the existing right-of-way.

Yerba Buena Road/San Felipe Road

The capacity of the Yerba Buena Road/San Felipe Road intersection will be increased by implementing the following improvements: 1) a second left-turn lane from eastbound Yerba Buena Road to northbound San Felipe Road will be added, 2) a second left-turn lane from westbound Yerba Buena Road to southbound San Felipe Road will be added, 3) a second left-turn lane from southbound San Felipe Road to eastbound Yerba Buena Road will be added, and 4) the northbound left-turn pockets will be extended. All work will occur within the existing right-of-way. The existing median opening at Yerba Buena Road/Buena Park Court will be closed in order to provide adequate left-turn storage for eastbound left-turns at Yerba Buena Road/San Felipe Road.

Yerba Buena Road/Silver Creek Road

The operation of the Yerba Buena Road/Silver Creek Road intersection will be improved by 1) realigning the eastbound and westbound lanes, and 2) extending the southbound left-turn pocket. These improvements will occur within the existing right-of-way.

King Road/Tully Road

The capacity of the King Road/Tully Road intersection will be increased by implementing the following improvements: 1) a second left-turn lane from southbound King Road to eastbound Tully Road will be added, and 2) a right-turn lane from eastbound Tully Road to southbound King Road will be added. These improvements will require additional right-of-way; see Table 16 for details.

Aborn Road/Ruby Avenue

The operation of the Aborn Road/Ruby Avenue intersection will be improved by modifying the phasing of the existing traffic signal. The modification will provide for protected left-turns from Ruby Avenue to Aborn Road.

Capitol Expressway/Quimby Road

The operation of the Capitol Expressway/Quimby Road intersection will be improved by adding a second left-turn lane from eastbound Quimby Road to northbound Capitol Expressway. This improvement will be implemented within the existing right-of-way.

Capitol Expressway/Aborn Road

The capacity of the Capitol Expressway/Aborn Road intersection will be increased by adding a second left-turn lane from northbound Capitol Expressway to westbound Aborn Road. All work will occur within the existing right-of-way.

Capitol Expressway/Silver Creek Road

The operation of the Capitol Expressway/Silver Creek Road intersection will be improved by 1) widening the curb along the west quadrant of the intersection to accommodate vehicles turning into the adjacent shopping center, and 2) extending the eastbound left-turn pocket. These improvements will require additional right-of-way; see Table 16 of the EEHVS EIR for details.

Capitol Expressway/McLaughlin Avenue

The operation of the Capitol Expressway/McLaughlin Avenue intersection will be improved by 1) adding a second left-turn lane from northbound McLaughlin Avenue to westbound Capitol Expressway, 2) adding a second left-turn lane from southbound McLaughlin Avenue to eastbound Capitol Expressway, and 3) modifying the signal phasing. These improvements will be implemented within the existing right-of-way.

New Traffic Signals/Modifications

New traffic signals will be installed at the following intersections:

- Ruby Avenue/Norwood Avenue
- I-680 Ramps (N)/Jackson Avenue
- Ruby Avenue/Tully Road
- Story Road/Clayton Road
- Marten Avenue/Flint Avenue/Mt. Rushmore Drive
- Quimby Road/Scottsdale Drive
- Nieman Boulevard/Daniel Maloney Drive
- Story Road/Lancelot Lane
- Ocala Avenue/Hillmont Avenue
- Ocala Avenue/Adrian Way

Note: This list is preliminary and may be modified based on the actual traffic pattern.

Transportation Mitigation Measure Improvements

Capitol Expressway and Quimby Road (Scenario II thru VI)

A northbound right-turn lane and an eastbound right-turn lane will be added to this intersection.

Nieman Boulevard and Yerba Buena Road (Scenario VI: partial mitigation)

A second westbound left-turn lane will be added to this intersection.

Tully Road and McLaughlin Avenue (Scenario II thru VI)

An exclusive northbound right-turn lane will be added to this intersection.